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SUNDAY, SEPTEMBER 24, 1916.

A Line o' Cheer Each Day o' the Year.
By JOHN KENDRICK BANGS.

First printing of an original poem, written daily for The Washington Herald.

AN INEXHAUSTIBLE SUPPLY.
My cherished dreams have come to naught,
But why should I complain?
What'er the mesh in which I'm caught
I still can dream again.
(Copyright, 1916.)

A strike of Philadelphia taxicabs has been settled. In the case of the joy ride, just who is the ultimate consumer? The undertaker?

Gasoline is to be higher next year, mining engineers declare. What's become of all those cent-a-gallon substitutes that the public heard about a few months ago?

Perhaps the surrender of the Wilson administration to the trainmen's brotherhoods has had influence in determining the high-handed course being followed by the organizations which seek to tie up New York's industries.

Robert M. La Follette, of Madison, and William F. Wolfe, of La Crosse, are, respectively, Republican and Democratic nominees for the Wisconsin Senatorship. Whichever way the votes tend to slide, the "Wisconsin idea" is bound to have its representative in the Upper House.

A New Jersey centenarian spanked his 60-year-old son and then asked a magistrate to give the spanking official approval, with the result that the disobedient youngster was sent to jail for three days for disorderly conduct. Released, he disappeared, saying he could not live down his humiliation. Youth is so impulsive.

"The Lord willing, I'm going to live at least thirty years longer and I'm going to be alive and kicking, politically, every one of them," says William Lorimer, once de facto Senator from Illinois, who was defeated for a Congressional nomination a few days ago. But why blame the Lord?

The total exports from the United States for the year ending June 30, amounted to \$4,333,658,000. According to the New York Times, which has made a careful study of the subject, three-fourths of these exports constituted war trade. That is, of the export trade of the United States during the year ending June 30, \$3,249,000,000 was due solely to the European war.

About the most absurd proposal extant is that which contemplates compressing into the confines of a labor union such mental powers as are possessed by Hamlin Garland, Owen Wister, George Ade, John Burroughs, Samuel G. Blythe and others. They are among ninety members of the Authors' League of America who object to the affiliation of their organization with the American Federation of Labor. Imagine good old John Burroughs taking orders from a walking delegate!

Gen. Carranza has proved that he is at least clever—if ungrateful—by threatening to order a strike of his New London delegates if President Wilson does not withdraw Pershing's force from Mexican territory. Carranza has notified his representatives at New London that the time to gain concessions and surrenders from the Wilson administration is now—on the eve of the election—and not after the election is over. The wily old Mexican apparently believes the administration intends to tide things over until after the election.

The Brotherhood of Railway Trainmen has sent an appeal to all its members to vote for President Wilson and defeat "our enemies," while it is intimated that each of the other brotherhoods which profited by the Wilson-Adamson wage increase law will do the same. The course of the brotherhoods is, of course, merely the payment of a just debt, a service rendered for value received in advance. Opinion, even among the brotherhoods is, however, by no means unanimous that they are obligated by President Wilson's great gift to vote for him.

The railway executives' advisory committee has held its first meeting since the passage of the Wilson-Adamson wage-increase law. Those who expected fireworks from the meeting were disappointed. These men appear to have decided that it would be far wiser for them to accept the increased wage scale provided by the Adamson bill and trust to the Interstate Commerce Commission to authorize them so to increase rates as immediately to transfer the burden of the increased wage scale to the people. It was pointed out by the cooler heads in their meeting that the Adamson bill does not go into effect until January 1, while the Presidential election will be a thing of the past by November 8. They argued that if they raised no objection now and refrained from criticizing President Wilson on the eve of the election, they might, gain from him some measure of gratitude and thus insure his influence being exerted—after election—to authorize their putting into operation on January 1, a rate schedule which would save their stockholders from all loss resulting from the President's course and the consequent enactment of the Adamson bill.

Tammany Hall and the White House.

Settlement of the differences between the national administration and the Tammany organization of New York City has been finally effected and the followers of Charles F. Murphy will proceed to take off their coats and work for a Wilson victory in the Empire State.

In these days of war it sounds good to learn that a conflict between opposing forces that has been carried on with more or less vigor for more than three years can be settled for all time by a brief and amicable conference of representatives of warring leaders. It sounds so good that it justifies reviewing the facts to the end that the more optimistic may not be misled.

When President Wilson assumed office, he appointed to the choicest political plum within his power, an anti-Tammany man, John Purroy Mitchell. The collectorship of the port of New York was not sufficiently attractive to Mr. Mitchell when the possibility of a mayoralty nomination was considered and accordingly he resigned to accept fusion support in the campaign for chief magistrate of New York City.

Immediately the Mitchell resignation was received, Dudley Field Malone, another member of the administration kitchen cabinet and an anti-Tammany man, was named for the vacancy. The Wilson administration then proceeded to throw all its aid and influence against former Public Service Commissioner Edward E. McCall, pet and regular nominee for mayor of the Tammany Democracy, to the benefit of Mitchell, fusion nominee.

After his election Mayor Mitchell and Collector Malone were picked as the dictators of Federal patronage in New York. It is not on record that any avowed Tammany man was ever present when the administration plum tree was shaken. In fact it is on record that a Tammany indorsement was a liability rather than an asset.

The administration of Mayor Mitchell has not been the resplendent success for which his followers hoped. It has in some respects been a disappointment. With an election imminent, the national Democratic leaders, realizing that New York City is essential for success in November, extended the olive branch. Frank L. Polk, authorized to speak for the administration, told the Tammany forces that in return for whole-souled support for the national ticket, the administration will not encourage a fusion ticket in the New York mayoralty election of late 1917. Tammany, in return, agreed to work with enthusiasm and sincerity for Wilson success. Such is the story of peace that comes from the headquarters of the Democratic National Committee.

Political history shows that the Tammany forces have not thrived when denied sustenance in the shape of patronage. And if it had been wholly dependent on the White House for this manna, there is little doubt that the funeral services would have been held some months ago.

Under these circumstances, the doubtful may be excused if they question Tammany's ability to entirely forget its starvation period with plenty of food in sight, when an emissary from the storehouse comes bearing many kind words and excuses.

A General Strike Threat.

Organized labor should think well before it takes the drastic step of forcing a general sympathetic strike of all union workers in New York City in order to aid the striking street car employees.

Since the issue of unionism is not at stake, the justification of paralyzing all industries employing union labor is not apparent. A boycott by the forces of organized labor that would instruct these men and women not to ride on cars manned by strikebreakers is an altogether different matter, since it entails more of inconvenience to those who will take part in the boycott, than it does to the general public.

On the part of both sides to the controversy, there have been strategical mistakes.

The employees have an executive upholding their rights whose whole attitude appears to have been a desire to irritate rather than to arbitrate with the representatives of the street car companies, were the latter so disposed.

With a general strike that will work untold suffering and hardships on the public as well as the workers affected, not to mention the loss of millions for the traction companies, among the near possibilities, the manner in which President Matthew C. Brush declares he settled the points at issue between the Boston Elevated and its employees is interesting.

At the suggestion of President Brush, then vice president, the international executive of the street carmen's union was urged to call at the company's office. He accepted the invitation. Brush and William D. Mahon entered a room together. The railway head outlined his plans for settlement. Mahon outlined his plans. The two men were in conference behind locked doors for eighteen hours, but when they emerged the threatened strike had been averted and the differences adjusted to the satisfaction of both parties.

There may be significance in the fact that Vice President Brush soon thereafter was elevated to the presidency of the road by the Elevated directors and the \$36,000 a year executive deposited.

Mr. Brush's plan appears to be a method of settling industrial disputes free of red tape and innumerable conferences and productive of practical results. It is hereby offered to Mr. Shonts for the roads, and Mr. Fitzgerald for the railway employees for consideration.

Making collections of empty birds' nests and keeping intact the empty homes of men more or less famous is a waste of time. To keep the home of Lincoln or Washington or Jefferson is all very well and worth while. But the mass of little great men might better rely upon the work that they have done for their place in posterity, rather than upon the roof under which they live.—Cleveland News.

The country is beginning to realize that Congress has just closed what was "a very remarkable session in more ways than one. It cannot be recalled that any session of Congress has been accompanied by such an aftermath of condemnatory criticism on the part of the newspapers representing the party in power.—Pittsburgh Chronicle-Telegraph.

It is a tolerably well-established fact that Mr. Hughes is a candidate, for he has said so himself, but no one knows that he is in the race from anything that President Wilson has said. In fact, Mr. Wilson has not so far indicated that he knows of the existence of any such person as the one hundred per cent candidate.—San Antonio Express.

Think of Yourself as You Long to Be.

By ORISON SWETT MARDEN.

Do you realize that every time you allow yourself to think you are a failure, a nobody, your mental attitude drives away, kills the very thing which you are pursuing? As long as you think you are a nobody, there is no power in the world that can make you a somebody. Nothing will save you from your own condemnation of yourself, your own conviction of your inferiority, your unworthiness, and you are really "queering" your success by your self-thought poisoning.

Always think the best of yourself. Carry a wholesome, whole, ideal picture of your health, of your ability, your success, of your happiness. Never allow a dwarfed, imperfect picture to come into your mind.

The mind always goes ahead of the plan and the plan always precedes the building, the achievement. If the plan is stunted the life structure will correspond. When you carry a poorhouse atmosphere with you, you are attracting the poorhouse, the poorhouse conditions. Holding the poverty thought keeps you in touch with poverty-stricken conditions.

If you expect to win out in life you must carry conquest in your very presence. You must appear like a conqueror. Your attitude must be victorious.

Do not think of yourself as a human being dwarfed in any faculties or in any respect. Just imagine yourself as filling out the ideal of manhood or the ideal of womanhood, because we tend to measure up to our estimate of ourselves, to our ideal.

Many of those who are ambitious to succeed hold much of the time the failure model, the mediocre mental attitude, and our achievement cannot rise higher than our mental attitude.

Form a habit of picturing yourself in the position you long to fill, in the environment which you yearn for. If you picture yourself as filling a pigmy's position you are not likely to get into a giant's position.

One reason why the lives of many of us are so starved, lean, pinched, and our achievement so small, is because we think too meanly of our ability and our possibilities, we set too narrow limits to our accomplishments.

The habit of forming a defective picture of yourself will very seriously cripple your self-confidence, and self-confidence, a vigorous belief in one's self, is a tremendous asset, a vital force in our life shaping.

If circumstances have forced you into an unhappy environment where your powers do not pull to their utmost and if you have a taste for something better, if you are struggling upward to the light and are honest and sincere, you will find an opening. Aspire to something better, that is the main thing.

It is not so much a question of how far you have traveled as which way you face. It is facing life the right way with the right spirit, that will put you forward.

It is a wonderful help to carry the victorious attitude toward everything in life; the victorious attitude toward our work, the victorious attitude toward people, toward our environment, toward obstacles, toward our ambitions. Approaching all our problems, tasks, however small, with the victorious attitude, with the assurance of victory greatly increases our confidence and our achievement force.

Above all the victorious attitude toward ourselves, toward confidence, our health, our conviction that we are going to be well, vigorous, and able to carry out our great life aim in the spirit of masterfulness will have everything to do with getting the most out of life, and making a worth while career.

Saturate yourself with the ideals, with the convictions which you long to come true. Keep your mind filled with them and they must by the very law of attraction force out their opposites, for like attracts like. If you hold the love thought in your mind the hate thought must go. Love and hate cannot live together. Light and darkness cannot live together. A fit of the blues cannot dwell in your mind if you persist in holding the opposite thought, the cheerful, hopeful, optimistic, encouraging, expectancy of good things thought in your mind. The blue devils clear out when their antidotes enter the mind.

Visualize the model man, and you will be surprised to see how soon you will begin to measure up to your ideal.
(Copyright, 1916.)

Nothing short of the Presidential election will show the world how the Americans generally stand on the demand of certain politicians that Wilson be punished for relying more upon the means of diplomacy than upon those of war and for his refusal to recognize government by intrigue and assassination in Mexico. But the Democrats look to the test with confidence.—Pittsburgh Post.

If there is a thread of substance left in either the words or the meaning of "neutral rights" or "international law," as applied to trade between and among countries that are honestly at peace and wholly within their sovereign powers as they prosecute that trade—it is not the fault of the British government. It seems to us that the limit of lawless restraint upon and interference with those rights and that trade is reached in London's latest declaration of embargo.—San Antonio Express.

The ultimate ownership of the great transportation system of the country is represented by the underlying bonds, and these bonds, to an amount running into billions of dollars, are held by the insurance companies. The ownership of the railroads of the country is, therefore, as widely distributed as life insurance is, and the washerwoman or section hand who holds an industrial insurance policy for one or two hundred dollars is literally a railroad owner, in an amount varying from one-third to almost one-half of the face of the insurance policy. The stability of railroad values, the economy of railroad operation, the equitable settlement of railway rate questions and railway labor difficulties are practical concerns of every life insurance policyholder.—St. Louis Republic.

What sort of child's play is this at Berlin? One faction of Prussianism's leaders is heralded as loudly demanding resumption of submarine frightfulness, another is solemnly pictured as raising its voice in protest against the wickedness of disregarding promises made to the dear United States—and all the while submarine frightfulness is proceeding apace, its only limitation being that placed upon it by the ever vigilant fleets of the entente allies!

Can it be that these leaders of Prussianism believe the American government and the American people are so verdant that they do not see through all this farce?
If so, Prussianism is due a rude awakening. Made doubly desperate by recent losses on land, Prussianism has turned once more to the seas, apparently ignoring all the promises made by Count von Bernstorff. The Prussian promise has proved of no greater value than a Prussian "scrap of paper."—New York Herald.

ARMY AND NAVY NEWS
Best Service Column in City.

The American navy is to have a new hospital ship. The Bureau of Construction and Repair of the Navy Department has just completed specifications for its construction. This is said to be the first pre-designed hospital ship ever constructed by any navy. Heretofore vessels constructed for other purposes have, in time of need, been converted into hospital ships.

Congress has appropriated \$2,500,000 for the construction of the vessel. For the past six months Dr. R. C. Holcomb, of the Bureau of Medicine and Surgery of the Navy Department, has been co-operating with the Bureau of Construction and Repair to lay the plans for a ship that would eclipse in ship construction and hospital facilities anything that the world had ever before produced.

The vessel will be furnished with several stabilizers so that she will roll as little as possible. She will be 460 feet long by 60 feet wide, with a capacity of 300 patients and time and 500 in war time. There will be several special consulting rooms where out-patients or day patients may receive treatment. One of these rooms will be specially equipped for eye, ear and throat work. A sound-proof room for testing the hearing is given in the plans, as well as a dark room for testing the sight. An X-ray room where patients may be examined for internal injuries will be included. A similar room for the development of the shorter plates. The wards will be divided into special classes for the treatment of special diseases, two large-sized wards being isolated for contagious cases. The contagious diseases ward is largely confined to measles and mumps, there being many of these cases during the second or third week of enlistment of the recruit.

The much-feared smallpox, and typhoid and tropical fevers, which color the fears of almost all sea tables, are exceptional in the navy. The isolation wards on board the new hospital ship, however, communicate with the rest of the ship by means of a tunnel which is heavily guarded, and by chutes through which the laundry and bed linen may be shot down to the sterilizing apparatus below. A diet kitchen, with all the latest cooking equipment, is provided for, and Dr. Holcomb has devised a new arrangement by which every patient may receive his food while it is hot.

First Lieut. Ralph S. Keyser, now attached to the Marine Barracks, Philadelphia, has been ordered to duty at the headquarters here of the Marine Corps, with a view to his appointment as an aide-de-camp to Maj. Gen. George Barnett, commandant.

Capt. Thomas Holcomb, Jr., and Earl H. Ellis, who have been serving as aides, are due for promotion to major, but they will continue on their present duty until commissioned in the higher grade. Thereafter Capt. Holcomb will remain on duty at headquarters in charge of matters pertaining to target practice. At present Capt. Ellis is under treatment at the naval hospital here for malaria contracted during a tour of duty at Guam.

ARMY ORDERS.

The following assistant engineers, Coast Artillery Corps, now in coast defense districts, assigned to duty: Lieut. Bordenham, Lynn P. Vane, Anthon S. O'Connell, Elton Lovell, Edward C. Hall, Edward C. Bockhaus and Frederick J. Davis, Manila and Subic Bay; Ralph E. McGhee, Oahu; Patrick J. McManis, Arthur K. Chambers and Frank J. Seeling, Papeete, Tahiti; Robert T. Roberts and Theodore Hall, Chesapeake Bay; Theodore Gunther (on completion of temporary duty at Gloucester, Mass.), and Floyd Wilcox, Sandy Hook; Arthur J. Pumphrey, Long Island Sound; Edwin C. Mead (on completion of temporary duty at Gloucester, Mass.), and Leslie C. Jacobson, Eastern New York; George J. Crosby, the Delaware; Herbert T. Elliott, San Francisco; Thomas G. Pinner, Los Angeles; Nicholas S. Martin and Lewis H. Harris, Balboa; John J. Maher, Savannah; Arthur Ford, Ft. Monroe; Dean W. Stultz, Cristobal; Charles T. West, the Columbia; Rufus W. Smith, Key West; Frank Newell, Mobile; Burke Van Wallinga (on completion of temporary duty at Gloucester, Mass.), and Homer H. Wollangeton (on completion of temporary duty at Gloucester, Mass.), and Jethro B. Barham, Boston; George Dobert, Charleston; Charles Nydam and Frank J. Kreisel, Galveston; Henry A. Powee, Baltimore; John H. Geddes, Portland.

Special Orders amended to read: First Lieut. Earl H. Ellis, Fourteenth Cavalry, proceed to Fort Sill, Okla., and report to commanding officer for duty as instructor at School of Musketry. Capt. James W. Clinton, Twelfth Infantry, on duty at Nogales, Ariz., relieved from further duty "at School of Musketry." Maj. Fox Conner, Field Artillery, detailed to fill vacancy in the Inspector General's Department. Special Order relating to First Lieut. William A. Maslin, Medical Reserve Corps, and Capt. Herbert H. Sharpe, Medical Corps, revoked. Maj. Alfred T. Smith, infantry, detailed as professor of military science and tactics at the Ohio State University, Columbus, Ohio, and will proceed to Columbus. Maj. Charles F. Morse, Medical Corps, on leave of absence at Columbus, Ohio, relieved from further duty in the Southern Department, and will report to Columbus Barracks, for duty. The resignation of Capt. Charles C. Bond, Third Field Artillery, New York National Guard, accepted by the President. The resignation of Second Lieut. William L. Tidings, Third Infantry, District of Columbia National Guard. An army retiring board is appointed to meet at Fort Sam Houston, Tex., from time to time for the examination of officers. Detail of the board: Brig. Gen. John W. Ruckman, U. S. A., president; Col. Millard F. Waltz, Nineteenth Infantry; Col. William C. Langford, Corps of Engineers; Lieut. Col. Morris W. Ireland, Medical Corps; Lieut. Col. Weston P. Chamberlain, Medical Corps; recorder, Capt. Paul C. Galleher, Nineteenth Infantry. Maj. Raymond P. Metcalfe and Capt. Thomas C. Austin, Medical Corps, detailed as medical examiners and witnesses before the army retiring board of which Brig. Gen. John W. Ruckman, U. S. A., is president. Col. Charles W. Taylor, Fifth Cavalry, will proceed to Fort Sam Houston, Tex., and report to Brig. Gen. John W. Ruckman, U. S. A., for examination by the board.

NAVAL ORDERS.

ORDERS TO OFFICERS. Lieut. D. P. Wickham, to Navy Recruiting Station, Buffalo, N. Y. Lieut. J. E. Pond, to Pittsburgh as engineer officer. Lieut. (junior grade) A. E. Mack, to Preble. Lieut. (junior grade) J. G. Ware, to command Hopkins. Note—Captain John K. Lewis, retired, died Santa Barbara, Cal., September 8, 1916. MOVEMENTS OF VESSELS. Arkansas arrived at Hampton Roads, September 22; Baltimore arrived at Hampton Roads, September 22; Birmingham arrived at Southern Drill Grounds, September 22; Buffalo arrived at Hampton Roads, September 22; Dolphin sailed for Southern Drill Grounds, September 22; Maine arrived at Philadelphia, September 22; Marlborough arrived at North River, N. Y., September 22; Michigan sailed for Philadelphia, September 22; North Carolina arrived at Hampton Roads, September 22; New Orleans sailed at Boston, September 22; Panther arrived at Lynnhaven Roads, September 22; Solace arrived at Hampton Roads, September 22; South Carolina sailed for Hampton Roads, September 22; Wyoming arrived at Hampton Roads, September 22.

A WORD OF APPRECIATION.

Policemen Thank Herald for Aid in Pensions Campaign. Editor The Washington Herald: We recognize fully the power of the press and the great help it was to the cause of police pensions during the session of Congress just closed.

The Washington Herald did its part and did it well and I am directed by the association, to thank you most heartily for the same. President Policemen's Association.

Two Killed in Auto Crash.

New York, Sept. 22.—Two men, one a policeman, were killed and three others seriously injured early today when a big touring car turned turtle on the approach to Pelham Bay Bridge, in the Bronx.

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